CAL CLUB FAILS IN FORT ORD 'GRAB'

See Page 4

MOTOR RACING

Vol. 2—No. 20 (Published Bi-weekly) except last issue of calendar year Los Angeles, Calif. 15c © July 26-Aug. 2, 1957

FIERCE CONTROVERSY RAGES OVER REPORT ON CRASH HELMET TESTS

See Page 1

—Woods & Landon.

GREATEST EVER—What is believed to be a world's record for number of cars participating—574—was set last Sunday in Rallye De Oro III, an "all clubs" event for benefit of Muscular Dystrophy. Here, most of the entrants in Santa Monica FCCA event file into Pasadena's famed Rose Bowl at the finish, forming outline of a sports car. Fifty-one sports car clubs from San Diego to Santa Barbara took part. Trophies and awards totalled 220. Bob Piercy was rallyemaster. Oldest car was a 1909 Renault. Only one car competing broke down.

6-HR. COTATI RACE SET FOR AUGUST 3

See Page 1

—Vignolle & Powell

AMONG DOLLS livening proceedings at Blarney Castle Sports and Race Car Festival was this shapely model, Linda Martin, shown here with Jay Gurey, the Main St. Philosopher, who manned MOTORACING booth.

MOTOR RACING

Vol. 2—No. 20 (Published Bi-weekly) 44 15c July 26-Aug. 2, 1957

Crash Helmet Topic Monopolizes Issue

Because of MOTORACING's continued stress on all phases of safety connected with road racing, this issue is jam-packed with articles and letters on the hottest subject of the moment—racing crash helmets.

Starting on this page are the first of a series of articles dealing with the report on the "Safety of Crash Helmets," by Dr. George G. Snively, and pro and con stories. Inside pages carry the reaction of some of the helmet manufacturers who were "left out in the cold" following the selection and endorsement of the Toptex helmet.

We regret the omission of such features as columns by Art Lauring, Jim Mourning, W. Robert Nitske and Gail Holden. They will be resumed in the next issue.

DR. SNIVELY EXPLAINS HOW HELMET TESTS WERE CONDUCTED; REPORT PRAISED, BLASTED

AGAINST IT

By FLAVIO ST. GERMAIN

Well, you gotta admire the guys—a sheer brass operation takes some guts and they might even get away with it. The thing it took to bring me back from Montreal is all the hoopla over crash helmets and the so called "impartial and scientific" testing alleged to have taken place.

Superficially, the reports and the tests look just dandy and . . . "aren't we doing a grand public service being solely interested in the safety of our drivers" . . . **UNTIL** we start to do a little checking.

The first indication that most of us had was a lurid account in a national publication . . . which account was NOT accompanied by a scientific detailing of test procedures, nor were we told the age, sex or condition of the cadavers used. Nor were we shown BEFORE AND AFTER Roentgenograms (X-Rays) of the cadavers. Any reporter would be assigned to obits for submitting a story based on so little evidence.

SMOOTH SNOW JOB

I rather doubt that the old payolla has been a factor, merely the doctor victimized by a smooth snow job and the lure of personal glory. Another thing that seems odd about the magazine report is the apparently undamaged shell of the helmet given such peculiarly high praise. I say odd because of all the helmets currently being made on the West Coast this shell sure's the weakest. But in the photo . . . ????? Still another peculiarity is how this odd ball got into the act. Are we studying racing helmets or motorcycle police helmets?

Enough for the initial splash

(Continued on Page 7, Col. 3)

THE REPORT

EDITOR'S NOTE—Following is the first of a series of articles on the Comparative Impact Tests of Racing Crash Helmets conducted under sponsorship of the Snell Memorial Foundation, a trusteeship of the San Francisco Region, Sports Car Club of America. The tests were supervised by George E. Nichols, Engineering Consultant. Instrumentation setup and operation was by Harvey D. Heaverlo, Instrumentation Engineer.

BY GEORGE G. SNIVELY, M.D.

Director, Department of Medicine
Sacramento County Hospital

I think it is very good that MOTORACING is able to show some of the reasons behind the conclusions which I expressed in the last issue of this publication, and the first part now should mention the documentation of previous conclusions.

I want to stress at the outset that the only credit I am particularly interested in, is for the establishment in the minds of all the readers as clearly as possibly that the work has been done by the Snell Memorial Foundation.

It would be awfully good if that could be established as an independent organization. True, it was started by a group of people interested in sports cars, and particularly by a group of people who happened to belong to the Sports Car Club of America in the San Francisco Region. The Foundation itself is interested in greater safety for the competition driver, and they don't care whether he drives an Offenhauser in Indianapolis or a motorcycle on the Isle of Man, or whether he happens to drive a sports car or a power boat.

They are interested in the competition driver's safety and have the advantage of being independent of any organization, such as SCCA or Cal Club or any other competitive body.

(Continued on Page 2, Col. 4)

FOR IT

By JULES DELANCEY

Brother, this crash helmet deal is the hottest subject since some of the clan nominated Mr. K. Miles for the title of "Mr. Universe."

Wow! Wherever you go in this sports car dodge you hear both men and women—and even kids—talking about the worth of this helmet and the stinkeroo points of that one.

On the racing grid and in the pits, in garages and accessory shops, in saloons and taco houses—the chatter is crash helmets.

Praised to the heavens and cut into fine bits is Dr. George Snively. Ditto for Sports Car Illustrated and MOTORACING, which published the conclusions expressed by Dr. Snively in our last issue.

Regardless of what you say, there is no doubt whatsoever that the Snell Memorial Foundation is the best thing that has come along in sports car racing. Its fundamental aim of striving to make racing safer is truly meritorious.

FULL OF HOT AIR

Now, I have peeked over the typewriter of my colleague, Flavio St. Germain, and I think he is as full of hot air as a Yuma blast furnace in mid-August.

As a matter of fact, I think his raps at the Toptex and Bell helmets, apparent and obvious, and his snide, uncalled-for cracks at Dr. Snively are so screwy that I am going to suggest Mr. St. Germain go back to Montreal and resume his job as a nightclub bouncer. I seriously believe he does not know what he is talking about.

And of course it should be apparent to anyone with a modi-

(Continued on Page 6, Col. 1)

Top Field Due for 6-Hour Enduro at Cotati Airstrip

At least 150 entries are expected for a 6-hour race to be staged Saturday, Aug. 3, and a regular program of races the following day at the Cotati Naval Airstrip, near Santa Rosa, Calif., by the San Francisco Region of the Sports Car Club of America.

There is no sponsor for this one; the SF Region is staging the show, with all profits going to the worthy Snell Memorial Foundation and the Hanna Boys Center.

The enduro starts at 11 a.m., while the first of 10 races on Aug. 4 gets underway at 12:40 p.m. The feature for the modified cars is a 30-lapper over the 2.2-mile course.

Entries for the 6-hour go are limited to 50 cars, with 5 reserve entries, according to Race Chairmen Elmer Votto and Gerry Kievenarr. Selection will be made with consideration to drivers seniority, past performance and equal balance in categories. Start will be of the Le Mans type.

4-HOUR LIMIT

Two drivers must be listed for each entry, and no driver shall be permitted to drive over 4 hours total.

Jack McAfee and Ruth Levy will drive a Porsche RS Spyder entered by Stanley Sugarman, of Phoenix. They will be tough. Sugarman also is bringing a 300SL, another Porsche and a 3.5 Ferrari.

Other entries include John Fox-Nade Bourgeault, Lotus Le-Mans 1460; Sam Weiss-George Gartmann, RS Spyder; Don Dickey-Emil Pardee-Randy Cowherd, Porsche Carrera; Jim Lowe-Bob Cole, class G Lotus; Jim

(Continued on Page 4, Col. 1)

Point Standings

MOTORACING announces a point system for races held so far this year in So. Calif. at Pomona, Paramount, Palm Springs, Santa Barbara and Paramount a second time. Points are awarded on the basis of 6 for 1st place down to 1 for 6th place. Saturday races are included, since often it is tougher to win than it is on Sunday.

Here is how they stack up:

Modified Over 1500cc

Eric Hauser, 29; Richie Ginther, 23; Phil Hill, 20; Chuck Daigh 20; Jerry Austin, 17; Bob Drake, 15; Carroll Shelby, 11; Bill Murphy, 8; Harold Erb, 7; John Von Neumann 6.

Modified Under 1500cc

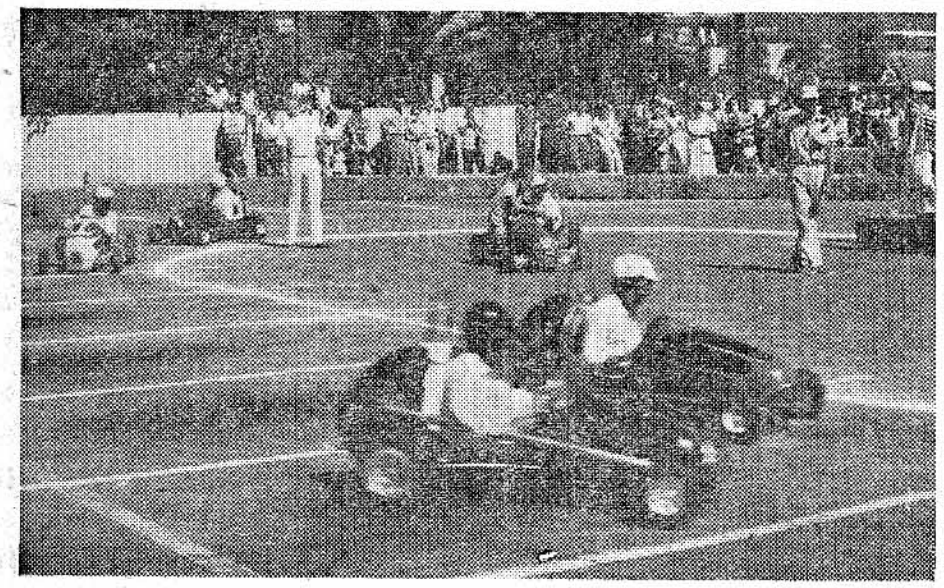
Ken Miles, 45; Bob Drake, 28; Frank Monise, 28; Jean Kunstle, 22; Jack McAfee, 10; Harry Hanford 10; Howard Wheeler, 9; Harvey Mayer, 8; Roy Jackson-Moore, 7; Richie Ginther, 7.

Production Over 1500cc

Bob Oker, 50; Jack Bates, 42; Jim Parkinson, 33; Bill Dixon, 22; Gordon Crowder, 17; Ed Clark, 15; Bob Drake, 13; Jim Hall 12; George Spears, 11; Bob Weller, 11.

Production Under 1500cc

E. Forbes-Robinson, 39; Gary Nelson, 28; Jimmy Moore, 17; Ed Barker, 16; Walter Garlick, 14; Jay Hills, 13; Bob Brigham, 12; Frank Aldhous, 12; Lew Bracker, 12; Fred Woodward, 11.



—Lester Nahamkin

ATTRACTING BIGGEST crowds at Blarney Castle Sports and Race Car Festival were races by youngsters from the Glendale Quarter Midget Assn. Here they are shown "bombing" around short cement course fashioned on parking lot.

—Rothschild Photo, Bill Harvey

PADDOCK AREA action among quarter midget drivers finds one of the boys whispering instructions to another before the start of a race. Drivers' ages range from 4 to 14. Cars, which hit about 25 m.p.h., are powered by a 4-cycle engine.

• Racing Pow-Wow

By Maury Powell

DRIVING ABILITY CERTAINLY NOT A TEST OF CHARACTER

YOUR CHRONICLER never thought he'd see the day when abject boot-licking and bowing low to an alleged deity would prevail in America, but there certainly prevails an atmosphere of idolatry within the sports car ranks.

We're referring to the many who have indicated by letter and orally that they hold opinions concerning **Ken Miles** similar to those expressed in MOTORACING, but that because he's a "great driver," this newspaper should "lay off" him.

Now, isn't that a dilly?

Simply because this chap has a pretty fair knack of getting a sports car around a course—we're supposed to give him carte blanche and let him trample one and all?

Horsefeathers, friends.

This is America, remember? No class distinction, and all that, you know.

Why, then, this miserable display of hero-worship?

If the guy had a real job and was out for the Sunday drive like the rest of the gang, it would be different. But he's virtually a pro, as pro as they'll ever come in this dodge, and with the years of experience abroad and in the U. S. behind him—he should be a good driver.

—Vignolle & Powell

DICK MORGENSEN, right, checks engine of his new Porsche RS Spyder after he blew it up in drag race near Phoenix. Aiding are Dick Foster, left, and Chuck Demund. Mount will be ready for Pomona.

It's as if a handicap horse were to be turned loose in a field of claiming platers every week—he'd simply outclass them.

In my opinion, it's the kind of chap he is OFF the course that's truly important. THAT'S where class will tell. In fact, with that Texas start he pulled in Hawaii, he's no rose ON the course, for my dough. He used the insufferable excuse that he needed to get away to a fast start in order to protect the other drivers against themselves—those who might be tempted to "dice" with him at close range.

Oh, Brother!

Each Outrage Has Been of His Own Doing

I hope this is the last time I'll ever have to mention this matter at all. Every controversial issue in which he's been involved has been of his own miserable doing wherein he's attempted to use his empirical standing to his own advantage.

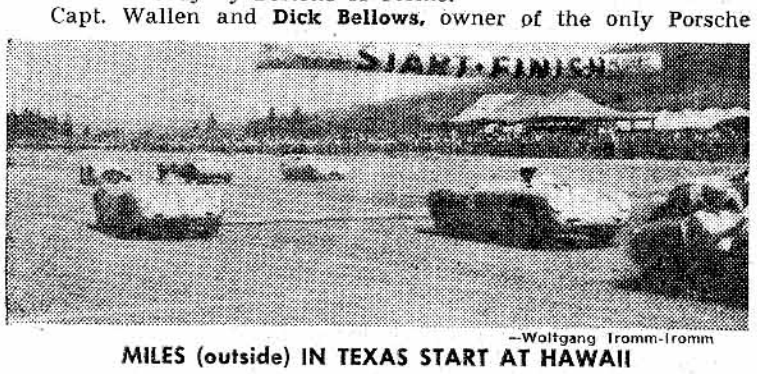
As I said following his horried jacket-tossing escapade at Pomona, in which he grabbed an award for another driver and tossed it to the ground, as far as I'm concerned, this bloke is PERSONA NON GATA, until such a time as he permits himself to be just another human being.

★

We've just returned from an excursion to Phoenix, where we obtained the data on the First Valley of the Sun SCCA race. Date is Dec. 7-8. Course is about 3 miles and it's located at Beardsley, some 23 miles northwest of Phoenix towards Wickenburg.

Met **Capt. C. S. "Wally" Wallen,** USAF, activities chairman for the SCCA Arizona region, proud possessor of a prototype Aston-Martin with body by Bertone of Torino.

Capt. Wallen and **Dick Bellows,** owner of the only Porsche Carrera in Arizona, accompanied me to the course, located in the Costello Ranch property. It's a huge, triangle-shaped mess of asphalt out in the desert and should resolve into an excellent site for dicing.



—Wolfgang Tromm-Tromm

MILES (outside) IN TEXAS START AT HAWAII

The layout will have seven turns, mostly loopers that shouldn't reduce the overall speeds too greatly. There are adequate escapes, ample pit room and unlimited spectator area. Major drawback I detected is the narrow, gravel access road leading off the highway.

That Arizona bunch is going places, believe us. In the short span of four months, Capt. Wallen reports the membership has boomed from 19 to 60!

The event is a regional and will be run strictly "by the book," Capt. Wallen says. He asked us specifically to warn drivers against

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MOTORACING

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LETTERS to the Editor

WHY BAN THE SEDANS?

Since learning of the California Sports Car Club plans to abolish sedans from future road races, I have racked my brain for the reason. True, during the course of conversations a number of reasons have been given, but not one has any basic reasoning. I for one would like to know why. Below you will find a few of the so-called reasons behind the Cal Club's decision. These reasons were given to me directly and indirectly.

1. Not enough turnout of sedans. (I can think of at least two other events that can fall into this category.)
2. Being slower, they tend to create a hazard. (I have yet to see a sedan involved in a serious accident or be responsible.)
3. The sedans are either dealer-owned or dealer-sponsored, thereby falling into a commercial category. (This, of course, the Cal Club frowns upon—really.)

Show me a car not sponsored in one way or another, and I will show you two that are.

Really, if I thought for a moment my being on the course, or any sedan for that matter, created a hazard, I wouldn't have to be told to get out.

If the Cal Club has other reasons for their decision I feel I am entitled to know. (I am sure I can say I am speaking for the other sedan drivers as well.)

Ted Block

CLYMER ANSWER ON FANGIO

Thanks for your comments on my letter to Fangio. Everyone of course has a right to their own opinion—that is the one big advantage we have in this good old U.S.A.

One thing I wish to call to your attention, is the fact that Ed Elliott, Editor of NATIONAL PIT PASS did mention in the weekly publication that USAC would ban the striking drivers who did not compete at Monza. This message was phoned from the east and even as yet, I have not seen an official USAC bulletin confirming such a ban. It may not be true and I hope it is not—I think it would be a mistake. The one thing I do wish to clarify is that my letter to Fangio was written and mailed before I knew of this possible USAC ban.

I think that you know me well enough to know that I would not have sent the letter had I known of such a ruling by USAC was to be enforced. I sent the letter in good faith. I think Fangio should have shown up at Monza. I can't imagine former champions such as Nuvolari, Caracciola, Wimille, Ascari Rosemeyer or even Farina (in his heyday) running out on a deal like Monza. I have great respect for Fangio. He has great ability and I am sure he had no fear of his own ability. In my opinion, it was a matter of pride and he wanted to save face by not competing in an event that he had no chance to win. . .

What if he did get trimmed—that is no disgrace. He probably could have licked most of the same drivers on the road circuit.

Anyway, my offer made in good faith still stands. I hope he will come to Indianapolis. He should if he wants to still be known as the "world's champion." Win or lose, U. S. racing fans would applaud him for his efforts as they did Ascari and Farina.

Floyd Clymer

IMPROVE THE JOHNS

I have a question, Mr. Editor. Why can't some of the race profits be dropped into some good old fashioned sewer pipe and give race goers something better than what is worse than the worst Chick Sale I have ever seen.

Evidently the boys aren't aware that flushin' plumbin' has been with us since 1596 (invented by Sir John Harington, one of Queen Elizabeth's courtiers). And that better sanitary facilities—than what is seen at race courses—were available in 2800 B. C. (on Crete in civilization of Crossus).

I am acquainted with just about every kind of necessary house there is. You might call me the Comfort Station Duncan Hines. And I say that this situation is deplorable. Not only are these tin boxes filthy but usually in inadequate numbers and in various states of disrepair.

Conveniently located clumps of bushes would provide more sanitary facilities than the necessary houses seen at the road race courses.

Pauline Bridgeport

THE REPORT ON CRASH HELMETS

(Continued from Page 1)

which is a point that I don't think is widely appreciated, and one that I would like to get across.

COMPETENT ENGINEER

Tests were run by one of the most competent engineers in the business of safety engineering—George Nichols, chief project engineer for Northrop Aviation. He has done the work on the rocket sled runs of Colonel Stapp, has been in the safety engineering business for a long time, and is an extremely competent and a strictly honest individual.

This was deliberate—not only from the standpoint of getting the best brains possible, but also from the standpoint of getting an independent person, because since there are only three such set-ups as this accellerometer equipment which we used, in the country, and the only one in the western part of the country, as far as I know, is the one which is owned by Protection, Inc.

Since that's the only one I had access to, and since it happened to be in the headquarters of a helmet manufacturer, I felt quite sure that I would be in for criticism from the standpoint of bias, prejudice, etc.

I took as much precaution as I could against that cry of bias by having representatives from the National Safety Council, the Civil Aeronautics Commission, NASCAR, USAC, the motorcycle association and men from the Fourth Estate, who were interested in automotive publications.

I think such representation pretty well eliminated any possibility of crooked business going on at the time of the test. However, the manufacturers will still be saying it was a loaded test, because it happened to be run in a place where the competition was making helmets.

I don't know what I can do about that except to explain the people who were there, and the people who ran the test.

HELMETS COMPARED

It was desired to compare the performance of various types of protective helmets on the market, one with another, to see whether there was a real significant difference between them. As a favor to the manufacturers, there were a handful of experimental models of helmets run, from several different companies; not only their stock item that they had on the market, but they loaded the guns, so as to speak, by putting in for test some experimental models that they had never put on the market before, and they were obtaining free testing, so to speak, which is fine, of their experiments.

These experiments, by the way,—as a parenthetical comment, I might say—consisted of copying some of the ideas that they had received from previous work I had published, and didn't consist of much original thinking.

Equipment consisted of a pendulum suspended by piano wires from the ceiling, on the end of which was a round-faced bob-weight, of about 16 pounds, which was allowed to fall freely in an arc, along a calibrated scale, so that the pendulum could be placed at any desired point to produce a given velocity at the time it reached the lowest point of its sweeping curve, as it swung down.

At that lowest point of this curve was placed a helmet on a metal head, and inside the head was placed a very delicate and very accurate instrument called a strain-gauge which converted the mechanical energy of the impact into electrical energy.

ENERGY AMPLIFIED

This electrical energy was then amplified electronically and transmitted to a cathode ray oscilloscope, which is a device for permitting visual inspection

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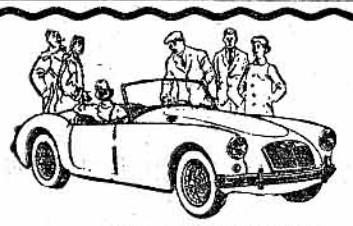

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• Vignettes

By Gus V. Vignolle

STANLEY SUGARMAN STRONG FIGURE IN RACE PICTURE

WHEN YOU stop to think of top West Coast (or even National) scuderias, the names that immediately come to mind are Edgar, Von Neumann & Parravano, although the last-named, boasting the greatest assortment of machinery, seems to be drifting out of the picture.

Now you have to add a name to this group—a personable fellow from Phoenix who during the past few months has burst into the road racing scene with plenty of zing. It is our guess you will be hearing plenty about him.

He is Stanley Sugarman, 39, a big Arizona industrialist who was raised in Los Angeles and is an aeronautical engineer by trade.

Although he has sold some of the cars he had, Sugarman's stable now consists of a 3.5 Ferrari (fishtail), a Maserati Frua Coupe, a Mercedes-Benz 300SL & a Porsche Cooper (Von Neumann's). Add to this a new RS Spyder due to arrive by time of the Pomona races this week-end.

Stanley isn't monkeying around with clowns to steer his potent machinery. Carroll Shelby was to drive his Porsche Cooper

—Phoenix Gazette, Bob Miller

STAN SUGARMAN (left) & DRIVER JACK Mc AFEE

at Marlboro, but Sugarman was unable to send it back East because his new truck had not been completed & he needed the car for Pomona in case the RS Spyder is delayed for any reason.

His No. 1 driver is an expert & a fine choice—Jack McAfee, of Manhattan Beach, nationally-known & former pilot for John Edgar. If Ruth Levy, top West Coast feminine driver, is available, she will drive for Sugarman.

He intends to run three cars in all the Western races when possible. Only Eastern plans at present call for a factory team car for Sebring. If he does send a car East, it would be a 1500cc modified job for Shelby to tool.

"We have no plan right now for European races," Stanley says, "but who knows."

He Was Always Interested in Cars

Stanley is no Juan-Come-Lately in this business. He has been interested in racing since high school days that date back to those sessions at Muroc Dry Lakes. But for some reason or another he was not active in the sport.

In 1945 he raced midgets & one of his cars won the state championship. Then, in 1947, he opened a foreign car agency with MG & Renault, but closed it because of lack of public interest at that time in sports cars. "Personally," he adds, "I have always liked cars & have owned about everything ever built."

Sugarman, married 17 years & father of 3 boys—Randy, 16; Dale, 14, & Neil, 13—has his own shop in Phoenix. Jim Connors is his full-time mechanic, though McAfee keeps & maintains the Spyder at McAfee Motors in Sherman Oaks.

Stanley wound up the interview with a pleasing note (for us): "And in case you are interested, the 3 cars I bought from John Edgar & the one from Harrison Evans were found through your classified ad section, as I am also a subscriber to MOTORACING."

★

A local pompano wrapper, some sections of which are so sloppily written & edited that it impels people to call me in the middle of the night to read sections of it, took a blasteroo at us in its last issue. Actually, I relish these calls, because nothing beats a good laugh—even in the middle of the night.

This is the pompano wrapper that has had these goodies (this is just a smattering; it would take endless columns to quote all of them):

". . . beyond any doubt, personify's (sic) 'a man's man'."

And "Spider" instead of "Spyder" in the ads.

And which calls the Fiat a French car.

And Von Neumann's name spelled 3 different ways.

And full-page pickups which already have run in Autosport Magazine.

And 5 big boners in the first 2 paragraphs (121 words) of a driver-of-the-month yarn.

Typographical errors are understandable; even the NY Times makes 'em, but "personify's" isn't a typo & I don't think the proofreader was sodden.

Pompano Wrapper Has Some Real Dillies

This is the pompano wrapper which carried ads for various spots in a town where races were to be held, but the bundles never left the office until **AFTER** the races!

These are all picayunish things, but it gives you an insight.

This pompano wrapper, which had a sports car club come to its rescue with a form of subsidy, points out in its rap that we have "blasted . . . on half-truths and inuendos (sic)." It was referring to one of its officers. Funny thing is we can prove each & every charge!

Referring to disqualification of a driver, the pompano wrapper says, "He did not stop," yet one of the race chairmen said to this writer, "He was disqualified for an illegal pit **stop.**"

The kid making with the rap said the reason for the ban of a driver by SCCA was "still very unclear" in his "mind." That one, of course, wins the quart of overstuffed jelly beans. I told you this pompano wrapper is choice for laughs.

It decries the fact that a certain fine letter-writer sent us a

(Continued on Page 7, Col. 1)

RALLIES

JULY

27-28—Paramount SCSCC Weekend Rallye.
27-28—El Camino Foreign CC, Santa Barbara County Fair Concours d'Elegance, Santa Barbara County Fairgrounds, Santa Maria, 9 a. m.
27—Aston Martin OC Rallye, Los Angeles to Santa Maria Fairgrounds.
27—Austin-Healey OC "Estrella Luz Rallye," Rancho Golf Club, 10400 W. Pico., L. A., 7:30 p.m.
27—Western Sports Car Club, Poker Rallye.

AUGUST

4—"Les Bolidistes" SCC Slalom South Rose Bowl Parking Lot, 10 a. m.
4—Thunderbird FCC Gymkhana, Pomona Valley Center, Holt Ave. and Alexander.
4—HEASSC "Rallye Con Gusto," Thrifty Parking Lot, Vermont north of Sunset Blvd., 8:30 a.m.
4—SCCA "Hare and Hound Rallye," corner Foothill Blvd. and Osborne, 9 a. m.
4—Singer OC Giant Slalom.
10-11—Long Beach Douglas Championship Rallye.
14—Arrowhead FCC "Beer Barrel Rallye."
24—Paramount SCSCC Rallye.
24—Glendale FCCA "Hare and Hounds Rallye III."
24—Phoenix FCCA Grand Canyon Rallye.
25—WSCC "Cocktail Concours," Pen and Quill Restaurant, Manhattan Beach, 4 p. m.
4—San Fernando Valley Concours d'Elegance, Valley Tail o' the Cock Restaurant.

Lavely Stages Big Jalopy Race in Okla.

OKLAHOMA CITY—America's jalopy race drivers will go big time on Oct. 5, when they compete in the first annual Grand National Championship stock car race program here in Taft Stadium for a $2,250 purse, with qualifying here and at other tracks in Kansas and Oklahoma.

A 100-lap National Championship marathon over Promoter Ray Lavely's quarter-mile clay track here will put 30 finalists in action on the October date. Entry info may be obtained at 3037 N. W. 44, Oklahoma City 12, Okla.

SCCA Races Billed At Elkhart Lake

ELKHART LAKE, Wis. — The NASCAR 250-mile Grand National stock car race July 28 at Road America has been postponed to a future date not yet determined. Postponement will avoid conflict in schedule.

The next Road America event will be "Road America 500," an SCCA sports car classic, Sunday, Sept. 8. It includes two 2-hour races on Saturday, Sept. 7.

Doheny Ferrari in Valley Concours

Headed by some of the leading show cars in the Southland, entries are coming in rapidly for the second annual San Fernando Valley Concours d'Elegance on August 4 at the Valley Tail o' the Cock Restaurant.

One of the top sports cars is the $20,000 Ferrari 410 Super America entered by Bill Doheny, Beverly Hills sportsman.

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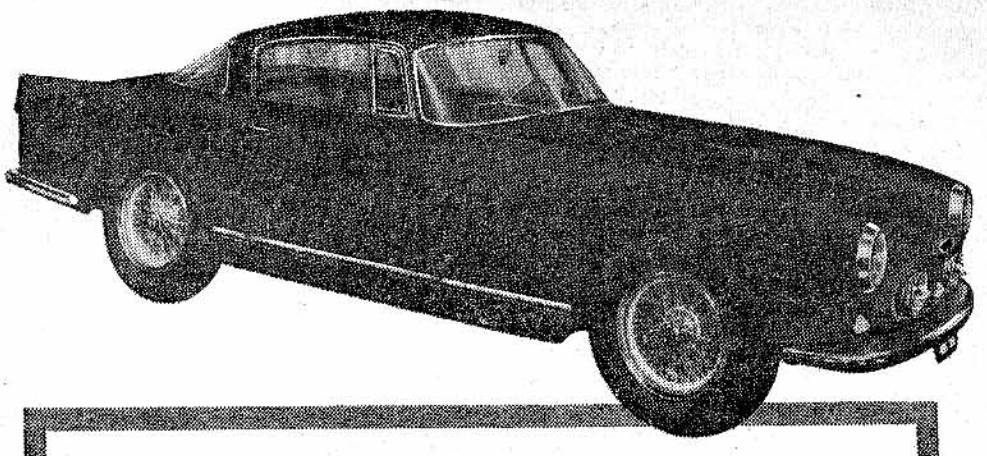

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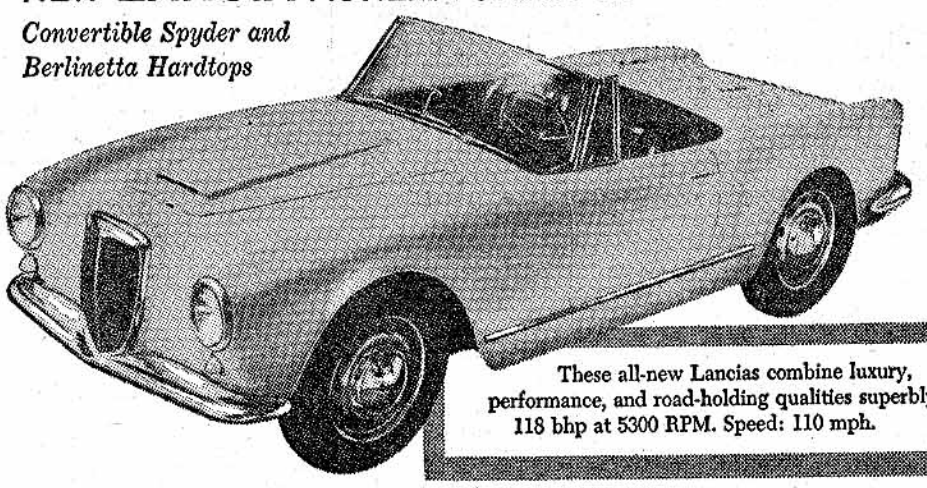

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CAL. CLUB DROPS VERDICT

Efforts to Land No. Calif. Race Fail; SCCA Wins

The California Sports Club's efforts to take the projected Fort Ord races from the San Francisco Region of the SCCA have ended in failure.

SCRAMP (Sports Car Assn. of Monterey Peninsula) has notified the Cal Club that it "decided to have the Sports Car Club of America conduct the races at Laguna Seca Lake at Ford Ord."

The information was contained in a letter from Lou Gold, president of SCRAMP, to the Cal Club.

This, in effect, also means that the northerners spurned the CSCC's offer of a loan to help build the course.

Start of construction of the course is hoped for next month. First races are planned for Nov. 9-10 over a scenic course supplanting defunct Pebble Beach.

Although Gold made no mention of it, the Cal Club drew terrific fire from hundreds of sports car followers and drivers in Northern California for "muscling-in" on the SCCA.

Ken Miles and Ray Frug were leaders of the unsuccessful movement.

SIX-HOUR RACE

(Continued from Page 1)

Hughes, Lotus; Paul Nau, Lotus; Bob Winkelmann-Prudence Crosby, Alfa Romeo Veloce; Jim Orr-Bob Gillespie, AC Bristol; Fred Knoop-Gordon Glyer, Austin-Healey 100S; Al Coppel-Marion Lowe, LeMans Renault Spyder, and Eldon Beagle-Johnny Porter, Porsche 550.

OKER ENTERED

On Sunday, Bob Oker will be driving for Rusty Hyde in both the production and modified races. An unusual entry is a model 7R2 Gordini roadster, owned by Scuderia Centro-Nord of Ascension, Mexico, to be driven by M. Garapian.

Enduro awards will be made Saturday night at the Flamingo Hotel, Santa Rosa, with Sunday awards to be made at the course, followed by a Victory barbecue.

WINNERS

Marvin Panch, Gardena, Calif., won 200-mile NASCAR Grand National stock car feature July 14 in a 1957 Pontiac at Memphis-Arkansas Speedway, Tenn.

Ralph Moody, Charlotte, N. C., won the 150-mile USAC National Championship circuit stock car feature July 14 at Milwaukee in a 1957 Ford; 2. Troy Ruttman, Lynwood, Calif., '57 Ford; 3. Jerry Unser, Albuquerque, N. M., '57 Ford.

Jim Cook, Anaheim, Calif., won the 100-lap NASCAR convertible auto feature July 13 with a Hudson

SPARKLING FIELD SET FOR POMONA RACES

A top field shapes up for the fourth running of the CSCC Pomona sports car road races next Saturday and Sunday, July 27-28, at the Los Angeles County Fairgrounds.

The two-day, 16-race program has drawn a field of nearly 200.

Action starts at 12 noon both days.

The small car war will match Ken Miles against Jack McAfee and Bob Drake. Miles goes in a Porsche Spyder, McAfee in either the Porsche-Cooper which Stanley Sugarman recently bought from John von Neumann, or an RS Spyder, and Drake in a Cooper Climax.

Other toughies are Jean Pierre Kunstle, Spyder, and Sam Weiss, RS Spyder.

Eric Hauser, who won at Pomona last January, will be one of the choices in the big-bore, driving the Buick-powered Balchowsky Special.

Pete Woods dopes as a favorite in Ronnie Milosevich's sleek D-Jaguar. Drake will have a big Ferrari and McAfee is set for a 3.5 Ferrari. Jerry Austin will start in another D-Jaguar, while Chuck Daigh, Paramount victor, goes in the speedy Troutman-Barnes Special.

Mackay Fraser and Briton Die at Rheims

RHEIMS, France, July 14 — Mackay Fraser, an American, and Phil Whitehouse, a Briton, were killed here today in the second of 3 races. The Grand Prix of Rheims was won by Luigo Musso. He took the $28,000 prize in a Ferrari.

Fraser was killed when his Lotus streaked off the track. He was thrown from the car. His helmet flew off and he struck the ground head first. Whitehouse's car blew a tire at high speed going into a turn. The car hurtled into a field and exploded.

Maurice Trintingnant won the race, restricted to under-1500cc cars, in a Ferrari. A 12-hour sports car race was won by Oliver Gendebien-Paul Frere, 3-liter Ferrari. Phil Hill-Wolfgang Seidl, Ferrari, were second.

FINAL CLASSIFICATION

1. Luigi Musso, Italy, Ferrari, 2:33:02.5; 2. Jean Behra, France, Maserati, 2:33:30.1; 3. Stuart Lewis Evans, Britain, Vanwall, 2:34:18.6; 4. Harry Schell, United States, Maserati, one lap back; 5. Roy Salvadori, Britain, Vanwall, two laps; 6. Horace Gould, Britain, Maserati, three laps; 7. Masten Gregory, Kansas City, Maserati, four laps; 8. Juan Manuel Fangio, Argentina, Maserati, five laps; 9 Ivor Bueb, Britain, Maserati, five laps; 10. Luigi Piotti, Italy, Maserati, six laps; 11. Bruce Alford, Britain, Maserati, eight laps; 12. Jack Brabham, Britain, Cooper, nine laps.

Time Trials Slated At Hour Glass Field

The next Road Race Training Assn. time trials will be held at the Hour Glass Field, San Diego, Sunday, August 4. This is a non-spectator event and will not be limited to 2-liter cars.

Trophies go to any class having a minimum of 3 cars entered. There will also be a trophy for the fastest time of the day.

Hansgen Victor

UPPER MARLBORO, Md., July 14—Averaging 70.28mph, Walt Hansgen, Westfield, N.J., piloted a D-Jaguar to victory here today in the first National SCCA meet at Marlboro Motor Raceway.

Carroll Shelby was forced out with fuel line trouble after the 1st lap.

Class F, G and H modified—1. Robert Holbert, Porsche; 2. Charles Wallace, Porsche; 3. Lake Underwood, Porsche. Class G—1, Frank Baptista, Lotus. Class H—1. Dolph Vilardi, PBX.

Class F and G production—1. Richard Nash, Porsche; 2. Lake Underwood, Porsche; 3. A. Tweedale, Porsche. Class G—1, T. Briggs, Alfa Romeo.

Class E production — 1. Charles Sarle, AC Bristol; 2. Bob Kuhn, AC Bristol; 3. H. Hurtley, Triumph.

Class B, C and D production — 1. Dick Thompson, Corvette; 2. Bark Henry, Corvette; 3. Bob Rubin, Jaguar XK120. Class C-1, Bob Rubin. Class D-1. Fred Moore, Austin Healey.

Formula 3—1, Rowland Keith, Cooper; 2. Lex du Pont, Copper; 3, Paul Richards, Cooper.

Classes B, C, D and E Modified)—1. Walter Hansgen, D Jaguar; 2. Richard Kessler, Jaguar SS; 3. Paul O'Shea, Mercedes-Benz. Class D—1, O'Shea. Class E—1, Ed Lunken, Ferrari. Distance—50 miles. Elapsed time—42:41. Winner's average speed—70.28 m.p.h.

Phoenix Will Honor Bryan on July 31

PHOENIX, July 24—Fellow townsmen wil pay tribute to Jim Bryan, Phoenix's great auto race driver, at a dinner tentatively planned for July 31 by the Thunderbirds of the Chamber of Commerce.

OFFICIAL RESULTS
Summer Holiday Concours
Holiday Motors, July 21st

Best of Show — Marion Weber, Lancia.

Best Le Cercle Member Entry—Bud Cohn, Mercedes 540K.

Most Unusual Car — Wendell Williams, Austin Hackney.

Cleanest Car—Donna Hauf, Porsche speedster.

Class Winners

Austin-Healeys — Mal Doherty, A.H. 100.

Sportscars under $3000 — Ralph Carter, M.G. TC.

Sportscars over $3000—Leonard Clow, Alfa Romeo.

Jaguars—Edith Fink, Jaguar XK140 conv.

Coupes—Don Ricardo, Mercedes Benz 300 SL.

Sedans, under $3000—Francis Turchi, VW.

Fords—Neal East, Ford coupe 1932.

Cars of the 20's & 30's—Tom Wolfe, 1928 Packard.

Antiques—Bob Goreham, 1905 Maxwell.

Prestige Cars—Bud Cohn, Mercedes 540K.

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San Francisco Newsletter

• Dear Gus

By Tom Wilson

6-HOUR ENDURO IS THE BIG NEWS IN NO. CALIF.

DEAR GUS:

The big deal in these parts is the 6-hour enduro scheduled for Cotati (Santa Rosa) on August 3, with a 6-race program on Sunday. The last time this was attempted up north was at Moffett Field and it was somewhat of a fiasco, both artistically and financially. After **Phil Hill** was left on the grid with a broken axle, the race settled down to a hassle between some superheated Jags and a lone sick Allard that alternately boiled and fried **Jack Armstrong** to a neat golden brown. Of course that was some time ago—when a Ferrari was just a rumor in Autocar.

The cars must carry all of their spare parts with the exception of tires. It will be interesting to note the comparative training of the pit crews and if the pits will be full of kids and in-laws as in the past. Try to make this deal, Gus—the MOTORACING VW Kamper has been painted white, like a beer truck, so you and **Nehamkin** will feel right at home. **Frank Rhode** has stocked it with some of those balloon-silk hot dogs so, we should survive that six-hour deal.

I read where you took umbrage at SCCA for buying a National Shrine on the Boston Post Road. What a wonderful place to bury an embarrassing surplus and what better justification for bigger and better BITES. Their poop sheet emphasizes that had they moved to a more central location it would be necessary to hire new people and train them to "our peculiar operation."

The comment around here is that they blew the chance of a lifetime to get a fresh start and give SCCA back to the peasants.

I agree with you about that public relations deal. All the news is reserved for their poop sheet and I have never seen a news release that originated in Westport. "SPORTS CAR" is filled with factory releases about the 350 H.P. Backhouser and yet they reject stories due to a "lack of space." If the factories don't pay for that space, someone is being gypped.

HE KEEPS TRYING

I see where **Jim Kimberly** has entered a 4.5 Maserati at Nassau. I hope that it is not the one that **John Edgar** has been waiting for. It would be a thrill seeing **Carroll Shelby** hazing that brute around, but Jim has not had much luck since he won that National championship with the one and only Ferrari available. He has tried them all but the competition is just too tough. What the Coast Porsche Spyders and Coopers did to him at Palm Springs made women weep and strong men faint.

Gus, it can't be the influence of Spring but there is an epidemic of organizing in these parts. At least four groups are on the prod and the "Jyners" are having a field day trying to join up. It all stems from an urge for more racing, cheaper racing and a cut of the gate if and when a local course is ever built. Of course the local SCCA situation gave these boys the chance to move in while the air was filled with smoke and dust.

PRODUCTION CAR CLUB

The California Competition Club is using the nucleus of the 25 Cal Sports Car Club members and they have organized as a strictly production car racing club. It is all in the interest of the little guy; dues are 2 bucks and entry fees will be 2 bucks. A show of hands indicated that only 7 members own strictly production cars; the rest had spent $1000 bucks to prepare their cars for SCCA production races.

More power to them but if they think that they can buy insurance for 2 bucks a car—someone will have news for them. There is not an experienced road official in the club, so the boys are still in the woods about this road racing racket. **Al Wintringham,** a guy who will now have 5 votes in the Sports Car Council, is president and with his Reno Rallye he should have his hands full. I'll tell you about that deal sometime.

DOWNTRODDEN DRIVERS UNITE!

The Race Drivers Club, that brain-child of the Lower Grant Ave. Improvement Club, has finally held an organization meeting and elected officers. Fifty of the most prominent senior drivers were present, in spite of the fact that SCCA had refused them access to the mailing list. **Chick Leson** was elected president, and in a statement of aims and objects he outlined the purpose of the club.

First, they want representation on the S.F. Race Committee. At present there are no drivers on this committee but whoever heard of a race driver setting out the haybales or painting the starting grid. I'd hate to be the guy who makes that job; he may be asked to go to work. They will set up a regional championship point systems, having abandoned all hope on that National deal. They also hope to draw enough water that their disapproval of a race course will be respected by their members; not necessarily an SCCA event.

OFFICERS LISTED

The officers are: **Chick Leson,** pres.; **Jim Woods,** vice-pres.; **Carl Block,** secy.-treas.; directors, **John Barneson, Sam Weiss, Bob Gillespie, John Fox, Glenn St. Louis, George Snively, Fred Block** and **Greg Teaby.** The directors were elected on the basis of geographical location and 4 are production car drivers.

Jimmy Orr was present and was nominated as a director but he declined and indicated that he was more interested in killing the whole deal.

That deal does not look too hot, Gus, but don't close it until you hear from me.

With best regards,
tom wilson

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Other Helmet Manufacturers Blow Their Tops

(Continued from Page 1)

cum of intelligence that the other helmet manufacturers were a lead-pipe cinch to wind up madder than a wet hen. This was a walloping blow at their sales. Drivers are due to sail for Toptex and Bell helmets. No wonder they're hot.

I think St. Germain is incapable of evaluating the activities of a MAN—the racing doctor's physical and professional neck obviously depending on his courage and ability as a researcher.

Toptex advises they differ in that their shell is a high pressure laminate engineered in **combination** with the liner and a knowledge of the dynamics of brain injury.

It's funny that some people cannot be convinced yet that an upholstered **shell** doesn't constitute a racing helmet! Toptex advises that this type of impact on their shell and hemisphered liner will give identical results time after time—the broad impacting surface spreading the energy through the shell to the liner instead of the head.

'SEAL OF APPROVAL'

And talking about the Madison Avenue influence, I happen to know some guys in this town whose "badge" is stuck real deep in sports motoring . . . and I do mean commercial! I refer to that sect which for a couple of bucks and an ad will give you the "seal of approval." Pay up, buddy, and I will say your product is great . . . you get the "seal" and there you have an Open Sesame to pull in the suckers, regardless of the worth of the product. It's that elementary.

Now let's get to the questions:

1. The "actually independent" test facility concentrates on classified research behind closed doors—that is, until some guys extended themselves to find "someone else" to smokescreen their own mistakes. At any rate, check employment histories for "impartiality."
2. The test facility is owned by a major Pittsburgh corporation, and is not part and parcel of the wholly California-owned helmet manufacturer.
3. All who stayed and counted (don't know, do you?) observed **all** impact blows. Equipment "failures" were equipments **destroyed**, as some helmets bounced like golf balls when impacted. Let's get some facts on the dissatisfied scientist. Did the "dissatisfied" editor miss a scoop?
4. The Snell Foundation acted because drivers weren't even surviving the **first** clout. Got it??
5. "Testimonials" consist of unmeasureable opinions — lab tests proved some helmets transmit 100% of the impact energy neatly through the shell to the head of the wearer. Kids . . . this was an Impact Lab, not some sort of a Road Lab—however, you'll find a remarkable similarity between the abrasion characteristics (give me strength. . .) of fiberglass shells. Incidentally, I wonder what the tab is for the "stamp of approval" from a certain "service" in town? ? ?
6. We understand the manufacturers are on record as being favorably impressed—or at least until the driver-testers get the word. But, if not, why all the advertised design and material changes? Even Toptex reports some remarkable new improvements.
7. Can't speak for Mr. Qvale—but could be he meant there was a "conclusive" difference in the protection offered by various helmets. Thought I saw yesterday a "conclusive" statement by the American Cancer Society . . .

If **Money** was the clincher, Toptex (that is who you skulkingly mean?) would have concentrated on production with their expensive tooling rather than research—anyone in town can tell you about their formulation of an advanced, free Human and Safety Engineering service for motor sports agencies. Come to think of it, they should get pictures of their new racing helmet (design-aided by experienced drivers) out soon.

Again, kids, you know nothing about patents and royalty costs —Richter advises instant permission was afforded at the usual royalty rates which are far, far less than unit-profits—says the attendant helmet improvement and research availability was cheap at any price. Toptex offers a similar deal to quality manufacturers on any helmet types not in production or planning.

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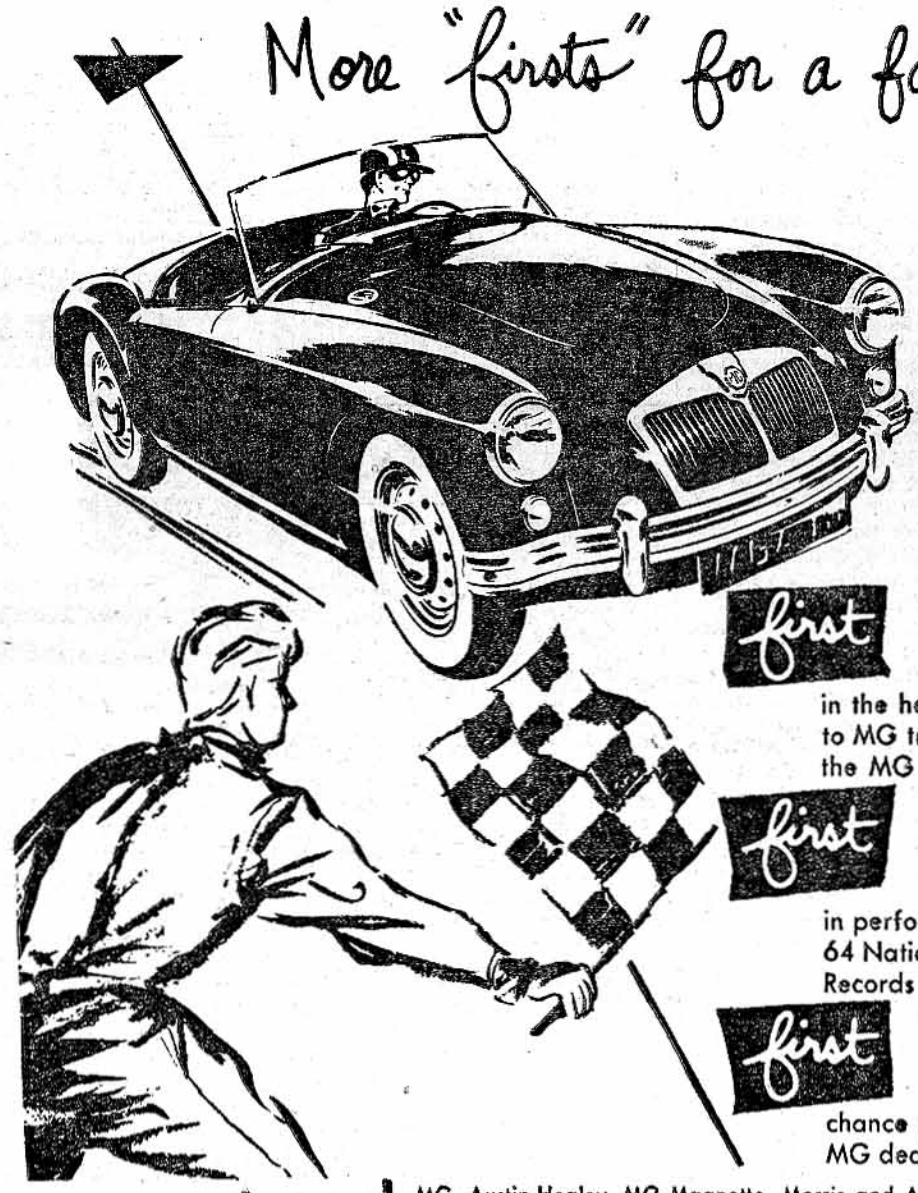

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VIGNETTES BY VIGNOLLE

(Continued from Page 3)

missive rather than to the pompano wrapper. It said it would have been happy to print the letter.

Did it ever occur to the kid that the fellow wanted his letter to reach an AUDIENCE so that it could be READ? Furthermore, maybe the letter-writer isn't interested in laughs & therefore doesn't give a hoot whether he gets the pompano wrapper.

Additionally, we would like to remind this pompano wrapper that the club it referred to **FAILED DISMALLY** in its efforts to pull the rug out from under the San Francisco Region of the SCCA by grabbing its race and offering all kinds of financial inducements to build a course up north!

Volleying adjectives & adverbs with this pompano wrapper is a snap; if the "competition" were semi-serious, it might even border on fun! But, then, too, that would be tragic because I would be deprived of laughs in the middle of the night! And, as I said before, NOTHING beats a good laugh!

★

Duane Alan Joins Ed Savin Firm

HURDY-GURDY—Duane Alan has left **Vo. Neumann's** & is now service mgr. at **Ed Savin's.** Thought his VW & Porsche friends would like to know . . . **Bill Love** has bought Savin's AC Ace-Bristol which **Bob Oker** drove so successfully. He will race it . . . NSCDA certainly endears itself to the press with a yarn saying that unless you race, you have no business writing about the sport. On that premise, the late **Damon Runyon & Hypo Igoe** should have had pugilistic backgrounds in order to write so brilliantly on fights. And a music critic should be deft with the lute or flute. Sober up! . . . **Roy Rogers,** King of the Cowboys, now has a piece of **Frank Millard's** sports car emporium in Encino. Frank gets a lot of the movie trade . . . **Paul Sorber,** formerly of Motor Trend, is back after a trip to NY. May launch on a long seafaring voyage . . . **Al Papp,** the People's Choice, will have a 15-ft. tower at turn 3 for press photogs at the Pomona races this week-end. Can't beat this fellow Papp . . . Nothing was ever done about removing those trees at Pomona. **Dr. Troy McHenry** was killed when he slammed into them, & **Walt Turner** was injured there. **Dayton Kling** & others once asked for suggestions on making the course safer . . . Of all the chaps who fumed & said they'd write a letter beefing over the sedan ban, only **Ted Block** acted; others just pop off . . .

Zalce Visitor Here From Mexico City

Luis Zalce, of Mexico City, officer of RODA sports car club, is a visitor, driving here in his Porsche . . . Only recently **Juan Manuel Rullan,** RODA's new prexy, was a visitor. Zalce, by the way, may not return alone after the Pomona races . . . **BB** may get a license from the State Athletic Commission. He packs a wallop . . . **Rudy Cleye** had top talent handling his successful festival—**E. Forbes-Robinson, Roy Jackson-Moore, Cam Cooper, & Ted Davis,** among others . . . Robbie, CSCC Contest Bd. member, had nothing to do with the protests against **Jim Parkinson.** He formerly drove the MG-A involved & did not discuss it with the Bd., nor did he vote . . . **Roy Spencer** has announced the appointment of **Dick Moon** as genl. mgr. of So. Calif. operations for Mercedes-Benz. As **Slim Barnard** said, "He will do a great job." . . . This new ¼-midget surge is fantastic. **Ray Turnbull's** youngster, **Bryan,** age 10, has one of the mounts & is going great guns—2 wins in 2 starts . . . "The Stylist," dramatizing the important part the creative artist plays in today's automotive industry, was premiered by Ford at the Statler Hotel . . . Still drawing raves are those racing films every Tues. & Thurs. night at **Bob Drake's** Grand Prix nitery. Bob may drive **Frank Arciero's** 4.9 Ferrari at Pomona. It is the ex-**Parravano.**

Crash Helmet Report Blasted

(Continued from Page 1)

of a well-planned FREE advertising campaign, and note the Madison Avenue influence where the badge is a knife in the back.

QUESTIONS ASKED

Now to the second, or "Catch 'em off balance" stage as the blue suede shoe boys call it. This was a fancy report all done up with charts and graphs which purports to have been the result of completely impartial and scientific testing procedures. **So it looks.** Let's ask some categorical questions.

1. **If this was such an impartial test why was it conducted AT THE FACTORY of the one manufacturer who came out smelling like a rose in the magazine report? Especially, when less than half a mile away there is an actually independent research laboratory with more complete facilities.**
2. **Why is the testing facility listed in the report in such a manner as to imply an independent concern when, in fact, it is part and parcel of this helmet manufacturer?**
3. **WHEN were the front, back top impact "tests" made? Only two objective observers have been located who stayed through the ENTIRE May 18 "tests." At the end of the end of the day ONLY side blow "tests" had been made and these delayed because of EQUIPMENT FAILURES. Neither of these OBJECTIVE observers, one a scientist doing impact research, the other an editor of a national speed sport magazine, were satisfied with the "tests" or the reputed results.**
4. **Why were the "tests" limited to the type of accident most likely to be sustained by a motorcyclist? No safety belt holds a guy onto a bike, his noggin gets clouted just once and who cares if the lining material gets crushed. But what about the poor slob who rolls a car MORE THAN ONCE?**
5. **Why do the interested parties make such a production of the word "testimonials"? The guy who slid for 50 feet with his head in a helmet caught between the car door and the pavement at Paramount ought to be a pretty reliable guy for a testimonial, especially since these fancy reports say NOT ONE WORD ABOUT RESISTANCE TO PAVEMENT ABRASION!**
6. **Why the totally false statement in that same national publication to the effect that all of the helmet manufacturers were favorably impressed by the "tests?" With the exception of the one who'd already been sucked in, they were outraged by the obviously rigged procedure and would welcome a truly fair test.**
7. **What about Mr. Qvale's statement." . . . the tests are conclusive."? With an infinitly superior body of scientific intellect and equipment the American Cancer Society is not "conclusive" about the relationship between cigarette smoking and lung cancer, nor are the esteemed nuclear physicists in accord as to the hazards of atomic radiation fallout. Yet these "tests" can be called CONCLUSIVE!**

THE POOR JERKS

So now we come to the clincher—we get one region of the largest amateur racing organization in the country to swallow our "unbiased' 'reports with the fervent hope, prayer and expectation that the rest of the racing fraternity will follow suit. To what avail?

MONEY, what else, or did I neglect to mention that this **one manufacturer** has a design patent on this styrofoam lining material and thinks he has a patent on all non-resiliant liners. And the poor jerks in the S. F. Region of SCCA are holding still for what can most gently be called a "shafting." For it is my personal belief that this manufacturer has no intention whatever of manufacturing a racing helmet, but with the help of the good doctor will force every **other** manufacturer to use his goop OR ELSE. And just try to get a license to use it buster. Yeh, you can, but you'd better have a healthy bank balance and be prepared to kick in a hefty royalty.

Mourning Starts New TV Program

Jim Mourning's column, "Up The Straights," does not appear in this issue of MOTORACING.

Reason: He was busy preparing his new TV show, "Sports Car Review," which made its debut last Sunday over Channel 13 at 10:30 p.m. Bob Drake was interviewed. The 30-minute show will be presented every Sunday night at this time.

News for the popular show is provided Mourning by MOTORACING and the Copley News Service. The show is the product of Mourning, veteran automotive writer and MOTORRACING columnist, and Rod Gage, driver and motion picture cameraman. Presentation is by Echo Productions.

SF SCCA EVENTS

Following is the calendar of events for the San Francisco Region of the SCCA:

August 3—Six-hour endurance race at Cotati, Calif.

August 4—Cotati Sports Car Races at Cotati, Calif.

August 31-September 1—Arcata Road Races, Arcata, Calif.

September 28-29—Cobb Mountain Hillclimb.

October 12-13 — Sacramento Road Races, Fort Ord, Calif.

November 9-10 — National Pebble Beach Road Races, Fort Ord, Calif.

MOSS WINNER WITH VANWALL

AINTREE, Eng., July 20.—The Vanwall made the grade here today as Stirling Moss drove the British-made car to victory in the European Grand Prix. He averaged 86.3mph for the 270 miles over the 3-mile course.

On the 30th lap, Moss' car broke down and he took over Tony Brooks' Vanwall, which was 7th at the time. World Champion Juan Manuel Fangio was forced out when his Maserati developed valve trouble about halfway through the race.

Only 8 of the 18 starters finished.

1. Stirling Moss-Vanwall.
2. Luigi Musso-Ferrari.
3. Mike Hawthorn-Ferrari.
4. Maurice Trintignant-Ferrari.
5. Roy Salvadori-Cooper.
6. Bob Gerard-Cooper.
7. Stuart Lewis-Evans-Vanwall.
8. Ivor Bueb-Maserati.

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Reaction of Helmet Makers to Toptex Choice

(The following letter was sent to James A. Orr, Regional Executive, Sports Car Club of Americ, San Francisco Region, by Leonard P. Frieder, president of General Textile Mills, Inc., New York, manufacturers of the Gentex helmet. Frieder said he would appreciate if this letter were published in MOTORACING.)

GENERAL TEXTILE MILLS, INC.
New York 1, N. Y.

We were invited to submit our racing helmet to George Snively, M. D., for evaluation under the program sponsored by the Snell Memorial Foundation, of which your Association is Trustee.

We were eager to submit our production model for evaluation and our Sales Manager, Richard M. Pereles, accepted the invitation to be present at the tests. Mr. Pereles was amazed to have been handed a very partisan preliminary test report, which was later also released for publication.

Our work for many years has centered upon developing new products. Many of these products have attained excellent reputations in their respective fields. We are cognizant of the need for production testing and evaluation, and we maintain very extensive research laboratories to this end.

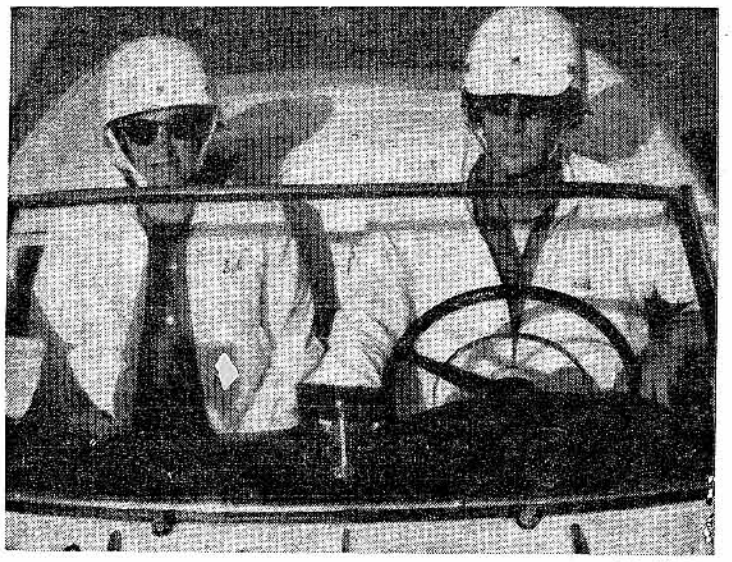
A scientific evaluation of competitive products requires an impartial and objective approach. That approach can properly be made only by one who is skilled in scientific methods and trained in all the problems involved in the analyses, and competent to evaluate them in their true perspective.

Product evaluation involves the equating of the many factors which enter into design. This is complex, as every product is designed to stress certain factors; no one factor is necessarily all important.

We are writing this letter to you as we feel that Dr. Snively, working under your trusteeship, has written reports which are neither objective, scientific nor impartial.

REPERCUSSIONS

It would be unfortunate indeed, if the reports which Dr. Snively has written should create an atmosphere of distrust which could well retard development incentive. We have already had serious reprecussions on this report, which appears to have been widely circulated. Several purchasers, who had used our helmets in complete confidence, after reading Dr. Snively's statement, began to express doubt in the safety of our product.



—F. J. Kranz

TOPTEX HELMET, which has created such a stir, shown here worn by Sylvia and Bill Hanna of Northrop Sports Car Club. They wear the helmets primarily while competing on rallies and gymkhanas in their Alfa Romeo.

The facts are:

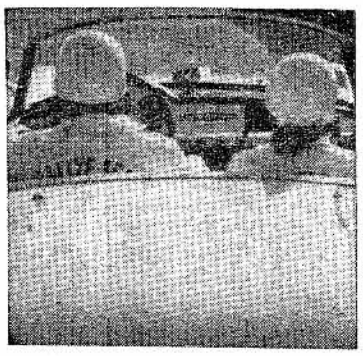
1. Dr. Snively conducted his tests in the laboratories of a helmet producer. The atmosphere in which the tests were conducted was not such as to permit unbiased evaluation.

2. The helmets were tested in the temple area only, as recorded in the published report.

3. No mention was made of the fact that one helmet had a visor and that the other helmets did not have visors, nor was it mentioned that the tests on the visor equipped helmet were made immediately above the visor fulcrum.

4. No mention was made in the published information that the helmets reported on were not the latest models available, although this was known to Dr. Snively prior to publication.

5. We received a report which listed the comparative weights of the helmets without notation that at least one of the helmets carried a visor, which is an extra item much desired. The visor substitutes for other hazardous accessories.



BACK VIEW OF HELMET

6. Dr. Snively presented as a conclusion a deduction which was based on limited knowledge and understanding, to the effect that a non-resilient energy-absorbing material is preferable. Dr. Snively then states that after the helmet has been subject to shock, the non-resilient energy absorbing liner should be replaced, just as a parachute might be replaced after it has been used. This opens up a whole Pandora box of problems.

PROBLEMS LISTED

Who would police that the non-resilient liner is replaced and would replacement be practical?

How could the non-resilient liner be replaced expeditiously, and at what cost? The non-resilient liner appears to be a major item of cost in construction.

How would each helmet be policed each time it was used?

Should it be required that the helmet be policed even prior to a test spin?

Based on our experience, few accidents appear to have induced a single shock only. Most all accidents induce multiple shocks. Should it be required that the rules for racing demand that the driver's pit crew be on hand to change his helmet liner after the first impact and before the second impact in a single accident? This is obviously ridiculous. What will happen to the driver's head in the second and third shock phase of a single accident?

The use of non-resilient type of energy-absorbing liner presuposes the use of a soft cushioning layer for comfort and to compensate for head deformities. The energy-absorbing material covered in this manner cannot be inspected readily because it is covered by a soft protective cushion. It would be very difficult to inspect it without destroying the helmet's protective features, unless this inspection was performed by very skilled technicians.

The resilient energy-absorbing material which we developed for the Gentex helmet was designed by us to meet severe operational requirements. This resilient energy-absorbing material is mounted as pads attached to the inside of the helmet and with comfort accommodating clearance between the adjustable web suspension system and the energy-absorbing pads.

ACCIDENTS STUDIED

The resilient energy-absorbing pads have been scaled in thickness in the different areas of the helmet, based upon the results of studies of military airplane accidents. There must naturally be a compromise made in the thickness of the protective material based upon the anticipated severity of impact and the frequency of accidents in each area.

You have seen reports of typical airplane and automobile accidents. It is most likely that in all but a few cases a series of impacts occur—not just one. In an airplane crash, landing may

(Continued on Page 9, Col. 4)

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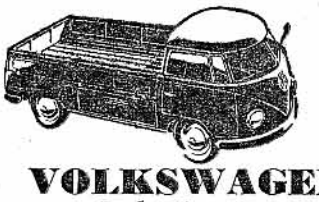
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THE REPORT ON CRASH HELMETS

(Continued from Page 2)

of an electrical impulse, as a series of dotted lines, rising and falling across a screen. This visualization of the amount of energy was recorded with a polaroid camera at the moment of impact, so that there was a permanent record of exactly how much energy was transmitted **through the helmet** to this strain-gauge inside the metal head.

After all of the equipment had been calibrated, one could put a test helmet on this head, set the pendulum at a given point, equivalent to a certain velocity, let it fall, and when it impacted the helmet, the amount of energy transmitted through the helmet would be recorded photographically and calculated mathematically with a very high degree of precision. This gives, then, a quantitative exact numerical measurement of just how much energy is transmitted through a helmet, and consequently an accurate measurement of the degree of protection in **comparing** one helmet with another.

This is especially valid, since all of the helmets were treated in exactly the same fashion. They were all impacted at the same spot on the helmet (three spots were used: each side, and the back of the helmet were used, so that a total of three spots were struck, one at a time, of course). All were treated in the same fashion.

The test was arranged so that after the initial impact, a series of repeated blows on the same area was also done, to see if there was any decrease in efficiency of the helmet's protection, since it was thought that there might well be a fatigue factor, with repeated blows. This was deliberately studied.

SOLID CONTACT

The most significant test result that one can measure with this sort of equipment is when there is completely solid contact between the striking pendulum and the metal head inside. In other words, where there is essentially 100 per cent compression of whatever material happens to be between the head and the impacting pendulum bob.

This means that there is a solid contact which has been termed bottoming, and this business of bottoming represents the equivalent of an intolerable situation, if it were to happen in an accident. It means that essentially all protection is gone at that point. There is direct transmission of just about all of the force straight through to the contents of the helmet, so that the bottoming business is a good end-point to use to compare one helmet against another.

In other words, how much energy does it take to make a helmet "bottom" in connection with the next helmet will tell you very quickly whether one gives greater protection than another.

(To Be Continued)

Helmet Makers in Uproar

(Continued from Page 8)

involve several shocks prior to the airplane coming to rest. An automobile may hit an object, skid, hit another object, turn turtle or be thrown into the air before coming to rest.

There are energy-absorbing materials on the market which if properly used, will protect the user against the first impact. Effective overall design protection must, however, be premised upon the energy-absorbing material protecting the wearer during a series of shocks which occur in rapid succession.

You will be interested to know what we have considered as a design criterion, based on our experience in the hard school of aviation safety.

A helmet is placed on a test block. Carbon paper is placed between the folds of a sheet of white paper. This test marker is then positioned between the web suspension system and the energy-absorbing pads in the test area. The aviator's helmet is struck with an 8 lb. ball positioned on a 1" steel bar 5'5" from the fulcrum point. The ball is set to strike the helmet, for example, at a point 2" above its forehead trimline. We have, under normal temperature conditions, subjected the helmet to five such sequential blows spaced only eight seconds apart. This test shows only slight mark-off of carbon on the white paper after the fourth or fifth blows. Even those mark-offs indicate only slight loss of efficiency.

SIDE PROTECTION

The amount of protection offered in an area may be scaled to the value determined to be necessary. We concur that the automobile racing helmet may require slightly more side protection than an aviation helmet. This is quite easy to accomplish and will be done.

It must be considered that safety is not a one shot proposition. For a helmet to be safe it must be designed to take many blows at short intervals.

The protective features of the helmet should be so open to view that they can be readily inspected by the most casual observer.

There are many other facets to be considered in helmet design. This letter only treats with one. There are also many engineering compromises necessary to be made in any finished product to meet the overall requirements of the application itself.

We certainly concur in the necessity for testing and evaluation. Progress will not, however, be made by those who, in the name of science, rush to public print that which has not been carefully considered.

Very sincerely yours,
General Textile Mills, Inc.
Leonard P. Frieder
President

* * *

ANDERSON CRASH HELMETS
North Hollywood Calif.

We have read with **great** interest your story called "A Report on Safety of Crash Helmets" written by the **now** well-known George G. Snively, M. D. This story (or comments) follows closely a similar story in Sports Car Illustrated Magazine. To say the least, these sensational releases brought great response from the racing public, which was no doubt intended. Knowing that the people in the racing field are intelligent and rational, we would like to take the expose of crash helmets by the Doctor and report some of the **facts** about the "other side of the Crash Helmet Story" that have not been previously printed.

In Dr. Snively's first test on crash helmets, our Jet-type Anderson Crash Helmet was tested along with five other makes of

(Continued on Page 10, Col. 1)

POWELL'S RACING POW-WOW

Continued from Page 2)

bringing recaps. He's aware of the few good brands available, but "the book" bans 'em, and so will he.

★

Morgensen Got His Car . . . Then Boom!

We saw a highly-chagrined **Dick Morgensen** in Phoenix. He'd been awaiting delivery of his RS Spyder for ages. No sooner got it than he drove it out to the drag races and proceeded to blow the valves!

He also informed us he'd received a letter from **Eric Hauser** telling of the latter's intent to build a new body for the Morgensen-Outhauser-Balchowsky Special. Eric is buying the Buick V8 job from Dick on a long-term basis, incidentally.

Stopped by **Ed Savin's** tune-up shop the other day and chatted with **Bill Rudd**, ye ace mechanic. Rudd says he's soon to join the **Richie Ginther** Ferrari setup. Looks like Savin's No. 59 Bristol, so ably driven by **Bob Oker**, will be up for sale. It won 19 overall and class trophies before the Hawaii mishap stopped it.

Jack "Willie" Sutton, expert manipulator of the English wheel, gave us a sneak preview of his Indianapolis auto model. It's a real beauty that should set a new style trend at Indy. All he needs is a backer with cash to build it. If you've a spare $25,000 sitting around, contact Sutton and get in on the ground floor.

★

Fangio 'Considering' Clymer's Offer

According to wire dispatches from Europe, **Juan Manuel Fangio** is "giving sympathetic consideration" to **Floyd Clymer's** offer as detailed in this column last issue. That's a dang site more than I'd do in his place!

I still think Clymer's labelling of Fangio as a "phony champion" is one of the greatest public insults ever delivered to a driver of Fangio's caliber.

Doing a diametric of this situation, I wonder how many American drivers and/or car owners would accept an International event on a closed course site such as, say, Sebring, with the Europeans bringing their road machines and the American restricted to using their Indy autos?

It seems to us if Clymer had any beef whatsover, it should have been confined to the Ferrari and Maserati factories for failing to provide the European pilots with proper mounts—but not to point the finger of accusation at **Fangio, Behra, Gendebien, Trintignant**, et al.

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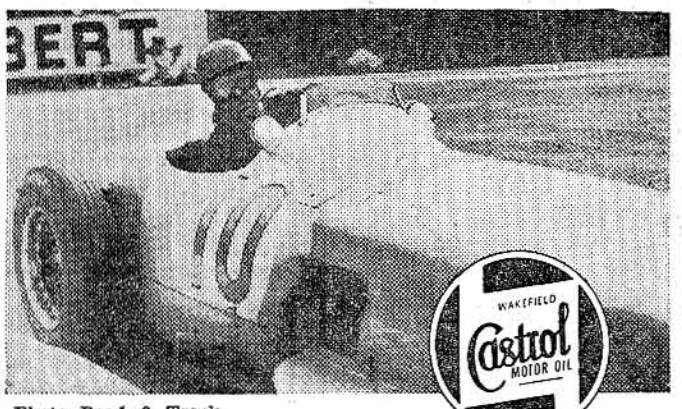

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Reaction of Helmet Makers to Toptex Choice

(Continued from Page 9)

helmets, four of which were of the full coverage jet type and the fifth was a partial coverage helmet. The test consisted of dropping a 100 lb. weight 5' onto the helmet placed on a cadaver which was propped on its side on the floor. X-rays were taken after the drop to determine the extent of the injury sustained by the blow.

Dr. Snively visited our plant shortly after this test to report the results to us. We were told that our shell was EXCELLENT, the resilient liner unsatisfactory, our liner and strap attachment should be changed, and no comment on our harness. All of this information was obtained by **only one** test, that of dropping a 100 lb. weight 5' onto a helmet-clad-cadaver. Now, taking the above results one at a time, let's analyze each one.

NO FRACTURE

Nowhere has the fact been **publicly printed** that our shell was EXCELLENT, except in the first report **we received at our plant.** We were told by the Doctor that the impact upon our helmet did not produce a fracture and his written report to us stated that two helmets failed to prevent fractures, neither of these **was** the Anderson Helmet. For some reason unknown, the shell (the primary and most important part of a crash helmet) has been completely forgotten in the scientific reports released.

Although **no test has been conducted to this date,** on straps and liners, an opinion was rendered and a report released on these items, showing that **ours** should be revised and changed. This opinion was based on and we quote from the Doctor's report in S.C.I. "—The helmets were then taken apart and their constructional characteristics tabulated, as indicated in the accompanying table. Obvious defects determined from this examination are also included in the table." This **visual** analysis and tabulation discredits all of the research, technical data, and actual use under all kinds and types of conditions during a period of over 10 years. The doctor called this type of accumulated information 'accident testimonial' and stated it is to be **'dangerously misleading** and patently worthless,' and a 'hit or miss, perhaps-this-one-will-be-good type of school.'"

SEVERAL BLOWS

Last, but by no means least, we were told and information was released that our padding liner was inadequate because it was resilient. We confronted the Doctor with the fact that the non-resilient material, that he so insistently advocates, was inadequate in **our** opinion because it was a **one-impact** absorbing material and would not give protection once it was compressed. When asked what happens when a car flips or rolls more than once and the driver's head is subjected to several blows and impacts, the Doctor told us that this situation was rare in sport cars. Now this scientific fact was **news** to us and even though the Doctor changed his statements at a later date to include "multiple" impacts, the true fact remains that the **revolutionary non-resilient** material is **spent** and **non-shock absorbing** once compressed upon a substantial impact.

We refer the Doctor to the recent accident of driver Joe Lynch at Paramount where he flipped three times at a speed calculated to be 85 mph, hitting his head directly on the pavement each time and skidding many feet on his head with the weight of the car against him. The injuries sustained were minor considering the seriousness of the accident. As a point of interest, Joe Lynch was wearing an Anderson partial coverage helmet with a resilient liner and the blows received were at practically every point of the helmet. See the photos of this accident in a prior issue of **Motoracing.** The helmet can be viewed at the Anderson plant.

We then asked the Doctor what he thought the driver would do if he did wear a helmet with this new non-resilient one-impact material and had the occasion to be involved in an impact that would compress the liner material but not damage the shell or other parts of the helmet. He replied that the driver would have to get a new liner or a new helmet, and not race until this was done. Knowing racing and conditions in all fields of racing, this is highly impractical, very expensive, and a rule that is certain to be abused on many occasions.

One of these misconceptions worth repeating was made in Art Lauring's column 'From the Pits' L.A. Times 6/7/57: "—In short, Dr. Snively's conclusion that a proper crash helmet should crush, rather than the skull of the wearer. To this writer, it makes rare sense." We question only the point as to when the helmet should crush—on the first, or second, or third impact, and how is this to be determined.

We sincerely do not intend to belittle the efforts of Dr. Snively, for we honestly believe that he is sincere in his undertaking of this helmet question. We do, however, disagree with his theory and find that much fact has been omitted from his reports other than his insistent belief in one item, the non-resilient material as a save-all for crash helmet safety.

VETERAN IN FIELD

The Anderson Crash Helmet Co. is the oldest manufacturer of fiberglas helmets in the U.S., producing what we consider the finest line of helmets available, for over 10 years. During this time we have used every effort to obtain and use the best materials available in the production of our helmets. We know that when a driver is involved in an accident, he can only rely on his safety equipment to insure his safety. As the racing world knows, our helmets have the finest reputation to insure this head safety and we will continue to improve and revise our helmets whenever we find any materials or methods that prove to better our product's protective qualities.

Since this non-resilient material has been exploited by Dr. Snively, many statements (and now advertisements) have indirectly been pointedly slanted to discredit several of the top crash helmet manufacturers, with references made toward not using this material because of "stubborness" and even "personal reasons." We publicly state that we do not believe that this material has been adequately proven for us to use it in our crash helmets instead of the materials we now use.

We will welcome the opportunity to again comment on the results of the second test conducted by Dr. Snively at the TOPTEX LABORATORIES. Toptex is the company that holds the patent on the application of non-resilient material in crash helmets.

Thanks for this opportunity to express our views on this subject.

Yours for safer racing,
Anderson Crash Helmets
Joe Lenorovitz and
Tom Kewish

* * *

McHAL ENTERPRISES
Protective Headgear
Hawthorne, Calif.

We have read with great amusement the articles written by George Snively in this and other motor sports publications concerning the safety of crash helmets. The first question that arises in our minds is why Dr. Snively has taken such a biased opinion, by totally excluding all materials for shock absorber media other than styrofoam? Especially in the knowledge of one firm owning and controlling the patents on styrofoam and all other materials that have similar characteristics.

Dr. Snively does not appear to be a man who can be bought off, or otherwise had. Is it possible that he has become victim of promotion, misinformation, or the lack of information, concerning styrofoam shock liners?

The American helmet manufacturers who have supplied the motor sports field in the past, are not amateurs or beginners, in the design and selection of materials for use in crash helmets. Styrofoam is not new to the manufacturers of helmets. Indeed some time ago it was studied and evaluated by most of them and rejected for obvious reasons. The most important of these is the fact that its yielding point is too high. Concussion is one of the most serious and the most frequent type of head injury occuring in competitive motor sports accidents.

Dr. Snively's work has dealt largely with fracture. As a result, concussion has received little attention in his testing program. Perhaps he has not been informed as to how critical this point is. Concussion and fracture are by no means one and the same. The two are not synonymous. If this were the case, a person sustaining one or the other, would be expected to have both. This does not happen often.

QUESTION RAISED

The quest among all researchers dealing with impacts to man in motion, for a better shock absorber media, is a never-ending one. New ones have been developed since Dr. Snively began his testing program. Another was in the development stage before Dr. Snively began his program. This liner was included in the tests runs by Dr. Snively. On the graphs showing results of bottoming tests, supplied to us by Dr. Snively, this material in one configuration appeared to be equal to or better than the material approved for use by the Snell Foundation. Why wasn't this material approved also?

Due to Dr. Snively's biased opinions and lack of knowledge concerning head injury accidents in the field of all motor sports, the San Francisco Regional members of SCCA are going to be testing media for establishing a record of use of styrofoam as a shock absorber.

The value of styrofoam can be determined to a great extent by studies of its record of use, as compared to other materials, in fields where both are employed. This field is in existence and could be studied and values could be established.

It is noted that in the graphs of comparative impact tests that the Clymer helmet also tests better than one of the helmets approved for use by the San Francisco Region of SCCA. To our knowledge, the Clymer helmet is not approved either.

'SELLING JOB'

The theory of styrofoam as a shock absorber media has apparently been sold all the way to Dr. Snively and in turn to the Snell Foundation. Through its use by the members of SCCA, they may learn that theory is often an erroneous thing. Theoretically the bumble bee cannot fly.

The one way a material, which may not be good enough to command a place on the open market on its own merits can be sold to the public, is to sell it at the sanctioning level. Then the process of forced sales begins to take place.

All the laboratory research, theories, mathematical formulae and basic laws of force, momen-

(Continued on Page 11, Col. 1)

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HELMET MAKERS IN UPROAR

(Continued from Page 10)

tum, mass, kinetic energy and acceleration are known and utilized as far as possible in head protection. Unfortunately science can only determine that regarding limitations of human tolerance to impact, formulae cannot be determined, with which to deal with it. The variables are too many and too great among individuals. A record of use is the only sound indication of the worth of a shock liner material. How fast can we safely decelerate the human head? The question is; which individual's head?

Sincerely yours,
John Mc Murry
Sales Representative

* * *

SHOC-SHELL
Protective Helmets
Long Beach, Calif.

Since reading the recent article in a well-known magazine and now a similar one in your fine paper, I feel more than prompted to voice my opinion on this seemingly very controversial subject. Your readers will be interested to know, that, although I have been making the Shoc-Shell protective helmet for the past 11 years, I was not asked to submit one for this test. The statement on Pg. 48, col. 3 of the magazine article that . . . "no helmet available on the open civilian market could completely meet the minimum standards required" should be challenged by every person connected with the racing business.

It is strangely significant that the publicity by Toptex gained through this so-called impartial test would be coincidental with a patent on "non-resilient helmet liner" by Toptex. If the liner is supposed to crush as it transmits the blow to the wearer's head, who has the assurance that a wearer will hit only the one time, or will hit hard enough to crush the material at all. Smack the wall with your head and you will have a fair idea just how this non-resilient liner will feel.

It is a well known fact that any helmet shell will deflect upon impact and if a hard liner is used the blow is transferred to the immediate area. I have always maintained that the entire suspension system should be suspended from the headband and thereby shearing through the rubber liner, then a blow is distributed around the entire headband. This gives the greatest shock absorption possible, although it is the most costly to build and install.

FINAL AUTHORITY

The statement by the good doctor on Pg. 2 of your paper in which he sets his test up as final authority and completely debunks the "impression of appearance" and the "testimonial" sort of recommendation certainly proves that the whole set-up is aimed to further the interest of Toptex and now, (if you can't beat 'em join 'em) Bell.

They are badly in need of both appearance and testimonial. It is appalling that the SF region of SCCA is banning all other helmets Aug. 31, 1957, as it is presumed that Bell-Toptex will be readily available by then. The Toptex, which "passed the impact test with flying colors," strangely was not even scratched in the tests, according to the picture. It is admittedly thinner shelled (.070) than others tested, yet the dear readers are led to believe it was tested in the same manner at the same time. The Shoc-Shell helmet shell is .145"-.200" and will absolutely give far greater resistance to deflection than a shell of lesser thickness.

I am concerned that the boys up north will have the luck that some of the Motor Patrol Officers have had, in that often the Toptex helmet will fall over their eyes or come clear off and certainly in event of a real need it is possible that the helmet will be found over on the track somewhere.

CENTRIFUGAL FORCE

It is my conclusion that since a man's head weighs approximately 14 lbs. plus a helmet, and is on a ball and socket joint and that while racing a safety-belt is in use, the greatest force with which to reckon is centrifugal. Actually most of the blows will be on the upper part of the helmet because when a car or bike strikes an object or is struck by same, the wearer's head will tend to proceed in the direction of the object.

I have been constantly improving my Shoc-Shell helmet for over 11 years and feel that this experience in satisfying top race drivers everywhere, should warrant the ability to produce a protective helmet furnishing maximum protection instead of less than minimum as stated in the magazine article. If doc wants to strap a brick to his head, O.K. I, and many others, would prefer a "softer lined" helmet. How about you?

Sincerely,
John Lohrenz

CALENDAR

JULY

27-28—CSCC Road Races, Pomona, Cal.
27-28—New England Region SCCA, Sports Car Races, Lime Rock, Conn.

AUGUST

3—S. F. Region SCCA six-hour endurance race, Cotati, Calif.
4—S. F. Region SCCA Cotati sports car races, Cotati, Calif.
3-4—Washington Region SCCA National races, Virginia International Raceway, Danville, Va.
4—Road Race Training Assn., time trials (non-spectator), San Diego Hour Glass Field, 11 a.m.
11—Swedish Grand Prix.
17-18—New York Region SCCA National races, Montgomery, N. Y.

PIETY-COLE TAKE RALLYE WITH MEAGER 36-SEC. ERROR

Posting a total error of only 36 seconds, Robert Piety and Robert Cole, in an Austin-Healey, won the Northrop Recreation Sports Car Club Championship Rallye held July 13-14.

Many felt the 36-second error here was perhaps the best score of the year, for this one was a real challenge for driver, navigator and car as a Championship Rallye should be. Piety and Cole are members of the Long Beach Douglas Sports Car Club, which won first team award.

The scenic rallye course ran from Hawthorne over the Santa Monica mountains through Ojai, north on Hwy 399, west on Hwy. 166, then south through Santa Barbara to the finish near Ventura.

Most contestants felt the instructions, speeds and timing were very good and Rallymaster Harold Guess and the Northrop Club did a fine job on these.

There were two legs which involved a little review of grade arithmetic and several top rallye teams goofed here. There were protests on rallye code interpretation which were not allowed.

Charlie Kenyon and Paul Miller, Porsche, San Diego Sports Car Club, were second. Tom and Emily Cummins, Austin-Healey, Long Beach Douglas Sports Car Club, were third.

Trophy winners were:

Pos.	Driver and Navigator	Car	Club	Error
1.	Robert Piety and Robert Cole	A-H	LB Douglas	0:36
2.	Charlie Kenyon and Paul Miller	Porsche	San Diego	1:01
3.	Tom and Emily Cummins	A-H	LB Douglas	1:21
4.	Walt Glassett and Don Morrow	Porsche	Lockheed	1:40
5.	Dick Pieper and Charlie Schumann	A-H	Hughes	2:08
6.	Gene Schlimmer and Glen Flock	MG-TD	Indian Wells Valley SCC	3:00
7.	Bob Piercy and Russell Smith (tied for sixth but larger error)	MG-A	Southwest	
8.	Dick and Patricia Kermode	TR2	FCCA Compt.	3:00
9.	Ronald and Mary Jones	Porsche	San Diego	3:18
10.	Ronald Going and Stan Johnson	T-Bird	Ramo-Woolridge	3:30

Unofficial SCCSCC Championship standings are:

Pos.	Driver	Points	Navigator	Points
1.	Walt Glassett	90	Don Morrow	90
2.	Frank Fleming	79	Nick Marechal	79
3.	Bill Hanna	69	Dick Flude	79

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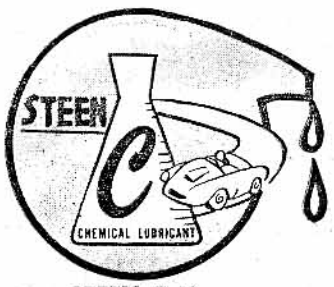

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NICK PASTOR
3451 Firestone Bl., South Gate
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111 N. Laurel, Ontario
NATIONAL AUTO IMPORTS
11153 W. Washington Place, Culver City
WARREN OLSON
Sports Car Service
631 No. Robertson Blvd. L. A.
BURBANK SPORTS CAR CENTER
507 S. San Fernando Rd. Burbank
KOOP FOREIGN CARS
638 West Main Street, Alhambra
BAKERSFIELD
PIT STOP SERVCE
1520 - 28th St.
SAN DIEGO AREA
WESTCOTT MOTORS
1509 National Ave., National City — San Diego
ED SAVIN SPORTS CARS
312 So. Soto St., Los Angeles.
PIT STOP GARAGE
4210 W. Burbank Bl., Burbank
POMONA IMPORTED CARS
404 W. 3rd, Pomona
R. LORD IMPORTED CARS
1229 E. Holt, Pomona
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VEY-SETT AUTO CO.
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WORLDWIDE AUTOMOTIVE
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HARVEY MAYER MOTORS
2137 Harber Blvd., Costa Mesa
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JOHN LOHRENZ
4417 E. Anaheim, Long Beach
UNIVERSAL MOTOR CARS
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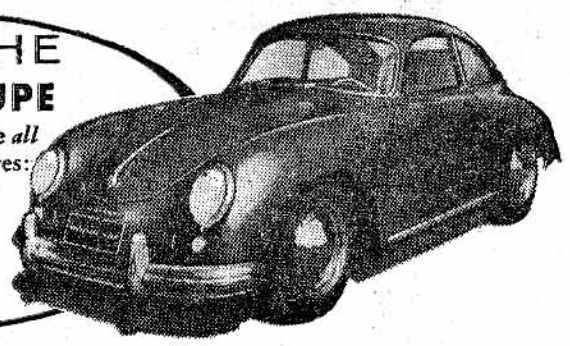

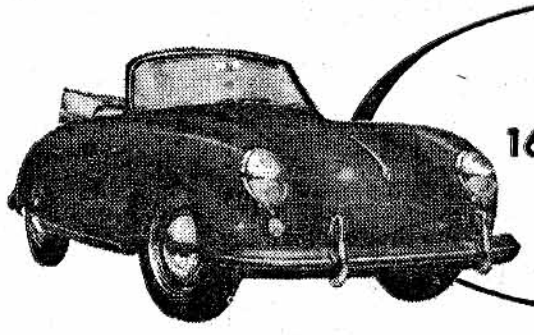

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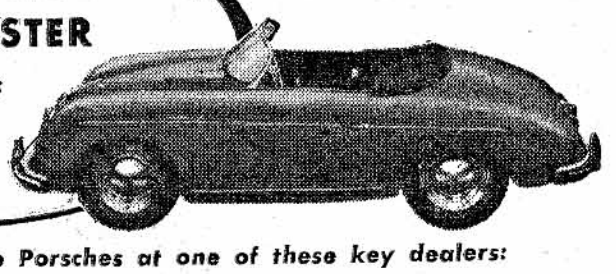

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GLENDALE—Allred Brothers, 219 W. Colorado St.
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LAS VEGAS—Sunland Motors, 2030 E. Fremont
LONG BEACH—Storey-Ricketts, 740 American Ave.
NO. HOLLYWOOD—Europa Motor Car Co., 11055 Ventura Blvd.
PASADENA—Kraus Motor Co., Inc., 2124 E. Colorado St.
RESEDA—Michelmore Motors, 6957 Reseda Blvd.
SAN BERNARDINO—Bering Monroe Motors, 24898 Base Line
SAN DIEGO—San Diego Motor Imports, 1270 Columbia St.
SANTA MONICA—Ralph Cutright, Inc., 1530 Wilshire Blvd.
VAN NUYS—Gene Klein Motors, 5511 Van Nuys Blvd.
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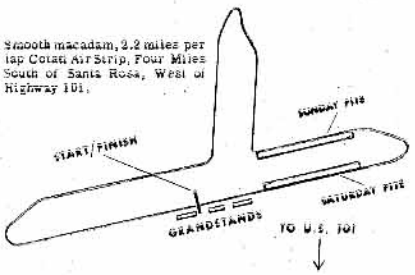
SATURDAY, AUG. 3: 6 HOUR ENDURANCE RACE

11 A.M. - 5 P.M.


Smooth macadam, 2.2 miles per lap Cotati Air Strip, Four Miles South of Santa Rosa, West of Highway 101.
START/FINISH
SUNDAY PITS
SATURDAY PITS
GRANDSTANDS
TO U.S. 101

AWARDS

CLASS 1: UNDER 1500, MOD. & PROD.

CLASS 2: 1500-2800, MOD. & PROD.

CLASS 3: 2800 & OVER, MOD. & PROD.

INDEX OF PERFORMANCE

SUNDAY, AUG. 4: 8 NOVICE / SENIOR EVENTS

NOON - 6 P.M. AWARDS-SCCA CLASSES

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